

INDUSTRIAL VIRGINIA

DANVILLE

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Architects
Danville, Va.



J. T. Carter,
FOUNDRY AND MACHINE SHOP,
Danville, Va.
Manufacturers of Gasoline Engines, Repairs and Job Work. Iron and Brass Castings, etc.
Correspondence solicited.

Westbrook Elevator Co.,
Manufacturers of Passenger and Freight ELEVATORS,
electric, hand and belt power, with most approved safety devices.
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Danville Lumber and Manufacturing Co.
Manufacturers of LUMBER AND BUILDING MATERIAL,
Danville, Va.
Dimension Lumber, Flooring, Ceiling, Siding, etc.
Sash, Doors, Blinds, Frames, Mouldings, Lath, Shingles, etc.

Dan Valley Mills
Manufacturers of The Marvelous Dan Valley Superlative Patent FLOUR.
Danville, - - - Virginia.

CHASE CITY
For Information About
Chase City's Advantages
Write
Chase City Commercial Club
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CHASE CITY TOBACCO MARKET
All grades Bright and Dark Tobaccos. Four warehouses. Full corps of buyers. For information address CHASE CITY TOBACCO BOARD OF TRADE, J. W. Goode, president; Leo Allen, secretary.

World's Greatest Waters and Ale.
Mecklenburg Mineral Chloride of Calcium Sparkling Lithia Lithia Ginger Ale.
Mecklenburg Mineral Springs Co., Chase City, Va.

Virginia Farms
We have a large number of nice Grain, Grass and Stock Farms for sale at reasonable prices. Land good; mild and healthy climate. Write for catalog. JEFFREYS, HESTER & CO., Chase City, Va.

First National Bank
Organized in 1855—Twenty-five Years Ago.
Good, Safe Place to Deposit Your Money at Four Per Cent.

First State Bank
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Safe, Sound, Conservative and Progressive.
4 Per Cent. Paid on Time Deposits.

Chase City Manufacturing Co.,
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Builders of Farm and Lumber Wagons, Carts and Trucks for the Trade.

LAWRENCEVILLE
A Special in Silk
The best \$1 yard Black Taffeta, 36 inches wide, for 88c per yard; send for sample and be convinced.

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"The Big Store," - VIRGINIA.
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Carry one of the largest stocks of Hardware, Vehicles, Farming Machinery and Building Material that is carried in the State. Write for literature and prices.

The Bank of Brunswick
LAWRENCEVILLE, VA.
Capital and Surplus, \$40,000
General Banking Business.
Four Per Cent. Paid on Time and Savings Deposits.
E. P. BUFORD, President.
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Capital and Surplus, \$40,000
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Four Per Cent. Paid on Certificates of Deposit and Savings Accounts.
W. T. SLEDGE, President.
J. E. SNOW, Cashier.

Under the Mountain Shed.
From a journal that always deals in fact—iron facts, and that takes a great deal of interest in all matters of an agricultural and industrial kind as they pertain to the South, I take the following news item:
"Twelve thousand apple trees for October delivery is what one orchard company at Covington, Va., is in the market for, having made plans for the development of a large apple orchard. The company has purchased 500 acres of limestone land between Covington and Hot Springs, and has also purchased a hundred-acre mountain orchard. The average elevation of these orchards is reported as about 2,600 feet, which makes it sufficiently cool, so it is said, to retard vegetation in

the spring until the danger of frost is largely over."
That is a good item, but it is not especially new. Down here we all know that the mountainous section of Virginia is the greatest fruit-growing region in all the world. California is not a patching to it. One of the good reasons for Virginia's superior fruit-growing advantages is that half of its territory is under the protection of the blessed mountain shed, and therefore not subject to the frosts that so often make Colorado and California and Alabama, and even Florida, look like a dilapidated 30 cent piece. But, about this latest and more at length, suffice it just now to say that in this most remarkable season the mountain shed has saved the Virginia fruit crop, and in a mighty little while Virginia apples and peaches and strawberries and various other good things will be making California and New Hampshire and Boston mouths water not a little.

The South Strictly in It.
Here are some interesting figures gathered from the corrected statistics furnished by the Agricultural Department of the United States government. The value of the agricultural products of the whole country last year was \$3,225,000,000. Those big figures, read them in English and they mean eight billion, nine hundred and twenty-five million dollars. More than half of these products were grown in the South, that is to say, corn, wheat, oats, barley, rye, buckwheat, flax seed, rice, potatoes, hay, tobacco, cotton and sugar cane. Of these products the fourteen Southern States, Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, South Carolina, Tennessee, Texas, Virginia and West Virginia—gathered 36 per cent, their aggregate value being \$1,155,533,000. If Missouri and Oklahoma be called Southern States \$271,327,000 may be added to the above figures.

CREWS PREPARE FOR FINAL RACE

Contest Between Boat Clubs Will Be Feature of Commencement.

[Special to The Times-Dispatch.]
Lexington, Va., May 20.—The boat crews of Washington and Lee have been picked every day during the final week the race between the Harry Lees and the Albert Sidneys has been one of the things of greatest interest. The Albert Sidney crew will be made up of C. L. Ordeman at four, L. A. Dillon No. 3, L. T. Patton, No. 2 and D. C. Mooney No. 1. L. P. Bell, coxswain. Of these men only one is a veteran, and he is found at stroke oar. His position was No. 1 last year. The Harry Lee crew will be stroked by J. R. Blackburn, who pulled three last year. E. E. Clark will pull No. 2 this year for the reds. He is a veteran of two years, having trained one year in the second crew and last year on the first. M. M. Miller will pull No. 3. H. E. Hannis at No. 1 has quite a unique record. He was twice coxswain of the Harry Lee crew. Last year was good enough to find his place at No. 1 in the second boat, and now has gone up in the major crew. W. L. Hogue is the coxswain.

Negotiations are now under way to get the race with the Richmond Boat Club, on June 24. The plan is to pull in an eight, and to combine the two crews. The river at Lexington is not large enough to carry an eight, and so this will be a new experience for all the men. But with a week of training in the new boat, the two crews are expecting to forget the rivalry which exists between them now, and to row like one man as the Washington and Lee Boat Crew. This race promises to be an interesting event, and will be sure to attract a good deal of attention.

Forestry Club Organized.
[Special to The Times-Dispatch.]
Stockport, Va., May 20.—Professor J. J. Foster, of the Bureau of Forestry, of Washington, and M. V. Richards, met a number of representative citizens of this place, and after a conference for the day, a forestry club was organized. Captain J. H. Grabbie was elected president, and Professor H. J. Benchoff, secretary and treasurer.

ALFAFIA CLUB ORGANIZED.
[Special to The Times-Dispatch.]
Carrollton, Va., May 20.—A membership of twenty-five. Short talks were made by J. J. Foster, who has been most successful with alfalfa on his James River plantation, and J. P. Haden, of Palmyra, who has the county, and persistent experimenter in producing it on his highlands, and by J. E. Sned, of the State College of Agriculture. The chief address of the meeting was made by James Hillwood.

Time Is Money.
When a person gets a man to work for him a day or eight hours, for \$2.50, and that man litters, smokes, talks and potters about two hours of it, he cheats the man. It is not the man who litters, smokes and potters, it is just the same as buying three bushels of potatoes and throwing away one bushel, or so working your scales as to make fourteen ounces weigh twenty.

Weldon, N. C., is a great old town, even if it has lost the great railway shed that in the old times made it famous. There is much development going on there, and the indications are that in a short while Weldon will be much of a manufacturing centre. I hear that some plans are on foot looking to just this kind of thing.

Bon Air folks, and they live only eight miles from Richmond, are discussing industrial subjects, now that there is talk of connecting that suburb with Richmond by an electric car line. Some of the folks are decidedly opposed to making Bon Air a manufacturing or factory point, hoping that it may remain what it has been for a quarter of a century—a delightful exclusive home place under the shade of the trees, but all the same there are some owners of ground out there who would not mind selling a factory site or two. And manufacturing Richmond is growing. Maybe it will be long grow out to Bon Air.

Mecklenburg County's Leader.
Boynton, Va., May 20.—The following districts will vote July 17 on bonds for permanent road improvement: Boynton, \$75,000; Buckhorn, \$40,000; South Hill, \$40,000; Lacrosse, \$40,000; Palmers Springs, \$25,000; Clarksville and Chase City districts have already voted bonds and built the good roads. Truly, old Mecklenburg is good to be good roads leader among Virginia counties.

North Carolina Gold.
Raleigh, N. C., May 20.—The gold mines of North Carolina are coming into the prominence they deserve. The interest has been opened up and placed on a paying basis. The Coggins mine, in Montgomery county, about twenty-five miles from Salisbury, Manager Grady has had a quantity of gold from the mine run into a gold brick, valued at \$1,000. This mine has not been worked to any extent for many years. Recently the owner installed the improved machinery, and it is his intention to begin extensive operations at this mine at an early day.

A \$2,000,000 Corporation.
A \$2,000,000 corporation has been chartered at Charlottesville, Va., for the purpose of developing coal properties in Roanoke county. It is entitled the Roanoke County Coal Corporation, and its incorporators are J. C. Blair, W. M. Humphreys, Jr., R. M. Miller, Alexander Henry, Jr., F. C. Whitley, J. K. Wilcox and H. M. Royer.

Sale of Orchard Land.
[Special to The Times-Dispatch.]
Woodstock, Va., May 20.—Dr. T. J. Kelley, living near Shenandoah county, has sold his fine orchard for \$44,500. Only a few years ago this land was apparently almost worthless, the most of it being grown in scrub oaks and pines. After purchasing the land, Dr. Kelley began clearing it and planting it in apple trees. This makes the third large sale of orchard land in Shenandoah in the past few months, the total which will amount to more than a quarter of a million of dollars.

Every Man, Woman and Child in Greater Richmond and the South SHOULD KNOW THIS FACT: NOTE IT WELL THE UNION BANK OF RICHMOND

1107 East Main Street
Is the Oldest, Strongest and Safest Savings Bank in the South

Write for our booklet, "Banking by Mail."

3% Interest, Compounded Twice a Year—3%

Capital \$219,750.00
Surplus 600,000.00
Assets, over 2,000,000.00

J. B. BEASLEY, President. GEO. W. CALL, Cashier.

DIRECTORS.
B. Alsop, R. T. Arrington,
J. B. Beasley, Samuel W. Tompkins,

Chas. Davenport, T. W. Pemberton.

Railroads.

Atlantic Coast Line

EFFECTIVE MAY 1, 1911

TRAINS LEAVE RICHMOND DAILY.

For Florida and South: 8:15 A. M. and 1:35 P. M. 1:00 A. M. Charleston.

For Norfolk: 8:15, 9:00 A. M., 3:00 P. M., 4:10 P. M., 7:00 P. M.

For N. & W. Ry. West: 6:15 A. M., 10:00 A. M., 3:00 P. M. and 9:20 P. M.

For Petersburg: 1:00 A. M., 6:15 A. M., 8:15 A. M., 10:00 A. M., 3:00 P. M., 4:10 P. M., 6:05 P. M., 7:00 P. M., 7:35 P. M., 9:20 P. M., 11:45 P. M.

For Goldsboro and Fayetteville: 4:10 P. M. Trains arrive Richmond daily: 4:40, 6:40 A. M., 6:55 A. M., 8:37 A. M., 10:45 A. M., 1:40 A. M., 8:45 A. M., 12:00 P. M., 2:15 P. M., 6:05 P. M., 8:35 P. M., 9:00 P. M., 9:50 P. M., 10:25 P. M., 11:30 P. M.

Except Sunday. Sunday only.

Time of arrival and departure and connections not guaranteed.

C. S. CAMPBELL, D. P. A.

Richmond & Petersburg Electric Railway

Cars leave Manchester, Seventh and Park Streets, Petersburg, for Richmond, Va., at 7:15, 8:15, 9:15, 10:15 A. M., 1:15, 2:15, 3:15, 4:15, 5:15, 6:15, 7:15, 8:15, 9:15, 10:15 P. M.

Cars leave Petersburg, foot of Bymore Street, for Manchester, Seventh and Park Streets, Richmond, Va., at 7:15, 8:15, 9:15, 10:15 A. M., 1:15, 2:15, 3:15, 4:15, 5:15, 6:15, 7:15, 8:15, 9:15, 10:15 P. M.

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Daily—Chicago and St. Louis. Pullman. 11:00 P. M.

Daily—Western Express. Pullman. 6:40 P. M.

Daily—Charlottesville. Week days—Thursdays.

Daily—Week days. Local to Gordonsville. 6:15 P. M.

Daily—Week days. Local to Lynchburg. 6:15 P. M.

Daily—Week days. Local to Richmond. 6:15 P. M.

Local from East—8:25 A. M., 7:50 P. M.

Through from East—11:30 A. M., 8:30 P. M.

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